Appendix I

TRANSPORTATION RELATED AUTOMATED INFORMATION SYSTEMS

The following list contains the names of selected transportation related Automated Information Systems (AIS) and a brief description of each system.

AUTOMATED AIR LOAD PLANNING SYSTEM (AALPS)

I-1. AALPS System Description: AALPS allows military air load planners to quickly and efficiently estimate airlift requirements, plan force packages, and modify aircraft loads. AALPS rapidly provides estimates of airlift requirements for a given list of equipment and passengers and takes into account the unique loading requirements for all delivery methods used on all U.S. military and Civil Reserve Air Fleet cargo aircraft. AALPS allows users to create and save contingency force packages in advance of a mission. This saves time and avoids input errors during deployment. The system has the capability to print approved load plans as well as various load and movement reports.

GLOBAL FREIGHT MANAGEMENT SYSTEM - ELECTRONIC TRANSPORTATION ACQUISITION (GFM-ETA)

I-2. GFM-ETA System Description: GFM is a DOD freight traffic management information system designed to provide a centralized database of master reference files, freight tenders, domestic route order requests, bills of lading shipment information, and carrier performance data. The GFM interface provides timely carrier costing data to the installation transportation officer for bill of lading shipments.

CARGO MOVEMENT OPERATION SYSTEM (CMOS)

I-3. CMOS System Description: CMOS is a combat support system that automates and streamlines installation level cargo movement processes for peacetime, deployment, and contingency cargo. Workstations in installation transportation officer functional areas support one-time data capture for the preparation of documentation for all modes of shipment. The specific functional areas supported are the receipt, preparation, and movement of cargo; the reporting of movement for in-transit visibility (ITV), and military airlift passenger travel. The electronic reporting of cargo movement makes CMOS a vital component of the logistics community's effort to provide in-transit asset visibility.

COMPUTERIZED MOVEMENT PLANNING AND STATUS SYSTEM (COMPASS)

I-4. COMPASS System Description: The COMPASS system is an Army command and control support system that uses computer technology with multiple system interfaces that facilitate collection and maintenance of unit movement data (UMD) to support planning, strategic mobility analysis, movement execution, and command and control for mobilization and deployment purposes. The Army uses the COMPASS to satisfy combatant commanders, Army and Joint Staff UMD information requirements for deliberate and crisis action planning; strategic mobility analysis, and

mobilization and deployment movement execution. The COMPASS-processed UMD is utilized within the Joint Operations Planning and Execution System (JOPES).

DEPARTMENT OF THE ARMY MOVEMENT MANAGEMENT SYSTEM -

I-5. Department of the Army Movements Management System (DAMMS) provides visibility of import, export, and intra-theater cargo movements to managers within the theater. Mode managers are provided asset accountability and asset visibility. Data is provided to movement managers, mode operators, and materiel managers to expedite the onward movement of cargo and personnel. DAMMS allows the user to create main supply routes (MSRs) and to display map data in support of convoy planning and highway scheduling. Information is shared with TC-AIMS II.

GLOBAL AIR TRANSPORTATION EXECUTION SYSTEM (GATES)

I-6. GATES System Description: GATES provides US Air Force Air Mobility Command, the Department of Defense (DOD), and commercial partners with automated functionality to process and track cargo and passenger information, support management of resources, support scheduling and forecasting, provide logistical support information, generate standard and ad hoc reports, and provide message routing and delivery service for virtually all airlift data. Intended users of GATES include, but are not limited to, Tanker Airlift Control Center (TACC), Airlift Clearance Authorities (ACAs), Service Airlift Validators, Passenger Reservation Centers, Military Transportation Offices (MTO), commercial reservation systems users, and various work centers such as the Air Terminal Operations Center . Planned GATES operation sites are HQ Air Mobility Command and the aerial ports.

GLOBAL TRANSPORTATION NETWORK (GTN)

I-7. GTN System Description: GTN is the USTRANSCOM command and control AIS that provides DOD and commercial transportation users and providers, a system of command, control and in-transit visibility (ITV) capabilities. GTN collects and integrates transportation data from selected transportation systems. The resulting data is provided to the Joint Chiefs of Staff, the combatant commanders, the USTRANSCOM component commands, and to DOD customers to support transportation planning and decision making during peacetime and wartime. GTN supports planning, providing, and control of the common user airlift, surface lift, and terminal services that deploy and DOD global forces during peacetime and wartime. Specifically, GTN focuses on providing USTRANSCOM with the information necessary for visibility, planning, command and control, intelligence, and reporting.

INTEGRATED BOOKING SYSTEM (IBS)

I-8. IBS System Description: IBS is the lead execution system of the Defense Transportation System for the booking of international surface cargo during both peacetime and wartime operations. The system supports traffic management within MTMC, the greatest percentage of which is booking non-unit peacetime cargo. IBS must also satisfy the MTMC mission to execute the plans developed in deliberate planning for international cargo. In addition, the system is responsible for booking cargo during contingency operations. IBS must be responsive to requirements of commodity managers and war planners requiring continuous access to international surface cargo movement. IBS is fielded to both CONUS and OCONUS sites and exchanges data with Worldwide Port System and other systems.

INTEGRATED COMPUTERIZED DEPLOYMENT SYSTEM (ICODES)

I-9. ICODES System Description: The ICODES system is a ship load planning software application that utilizes artificial intelligence (AI) principles and techniques to assist embarkation specialists in the rapid development of cargo stow-plans. It includes expert agents with knowledge in specific domains (e.g., hazardous material handling, trim and stability, ramps, cranes, and internal access paths) to evaluate and propose loading alternatives and recommendations. ICODES integrates with information management and documentation systems such as WPS, TCAIMS II, and IBS, to receive cargo lists and send completed load plans.

JOINT FORCE REQUIREMENTS GENERATOR II (JFRG II)

I-10. JFRG II System Description: JFRG II is a computer based planning tool designed to support the Services in the development of both deliberate and crisis action plans. It supports tactical and administrative planning by providing the following capabilities: Import of Service type unit charcateristic data, rapid force list creation, lift analysis, time phased force deployment data development and manipulation, and declassifies the import and export of data to the Joint Operation Planning and Execution System (JOPES).

MOBILIZATION CONTROL (MOBCON)

I-11. The mobilization movement control (MOBCON) program is responsible for highway regulation within CONUS. This is a HQDA/National Guard Bureau proponency. MOBCON assigns the responsibility for CONUS highway movements to a Defense Movement Coordinator (DMC) in the state movement control center (SMCC) of each state. The DMC is the convoy approval authority for **all active and reserve component forces** highway movements. Active component requests for convoy clearance flow from the unit to the UMC at each Army installation. Each installation forwards each request to the DMC in the state where the convoy begins. Reserve components forward each request *directly* to the DMC. The DMC provides the moving unit with a convoy movement order which reserves road space for the unit. It also provides a detailed movement schedule and includes information on the route. In addition to receiving, scheduling, and deconflicting convoys, the state DMCs also interact with state transportation departments and law enforcement agencies to receive current information on road construction, traffic congestion, accidents, road closings, and weather conditions.

I-12. Due to the DMC's close relationship to civil authorities in each state, the DMC certifies movements important or essential to National Defense. The DMC also issues clearance for units needing special permits for oversize or overweight loads. The DMC serves as the DOD representative to the state department of transportation for emergency highway traffic regulation and provides aid to units moving during mobilization and deployment. The DMCs transmit these data to technical support personnel at Oak Ridge National Laboratories in Tennessee, that enter them into their data base. This makes the information readily available to all state DMCs.

TRANSPORTATION COORDINATORS' - AUTOMATED COMMAND AND CONTROL INFORMATION SYSTEM (TC-ACCIS)

I-13. TC-ACCIS automates the transportation functions of unit movement planning, execution, ITO. It provides accurate and timely movement information to the Army and joint deployment community for the deployment of active and reserve component units. When TC-AIMS II is fielded, it will replace TC-ACCIS.

TRANSPORTATION COORDINATORS' - AUTOMATED INFORMATION FOR MOVEMENTS SYSTEM II (TC-AIMS II)

I-14. TC-AIMS II is the single DOD system supporting all unit and installation deployments, redeployments, and retrograde operational requirements. It provides support during all stages of force projection operations. The TC-AIMS II system corrects the joint problem of each DOD component having a non-integrated "stovepipe" transportation system. The TC-AIMS II design incorporates the best parts of each Service's transportation system and maintains the unique needs of each Service to create a joint transportation system.

I-15. TC-AIMS II interfaces with personnel, supply, and ammunition systems; CONUS movement systems, strategic lift systems, theater movement systems, and JOPES feeder systems. TC-AIMS II interfaces with Army and some joint transportation systems.

I-16. TC-AIMS II supports daily transportation operations and provides enhancements to the unit movement processes. It will build organization equipment lists and unit deployment lists by sharing data with standard Service systems.

I-17. TC-AIMS II is designed to be a system for UMOs, planners, movement controllers, and transportation operators at all levels. Functions include planning convoys, requesting convoy clearances, conducting load planning, and managing mode operations. Through interface with other systems, TC-AIMS II provides information to enable ITV and support to GTN.

WORLDWIDE PORT SYSTEM (WPS)

I-18. WPS System Description: WPS is an AIS designed to support the function of cargo documentation, accountability and management at common user ocean terminals. WPS supports the operation of common user water terminal worldwide, during peacetime, wartime, and contingency operations.